



Transit Network Redesign

Far West Side Public Meeting
April 27, 2022

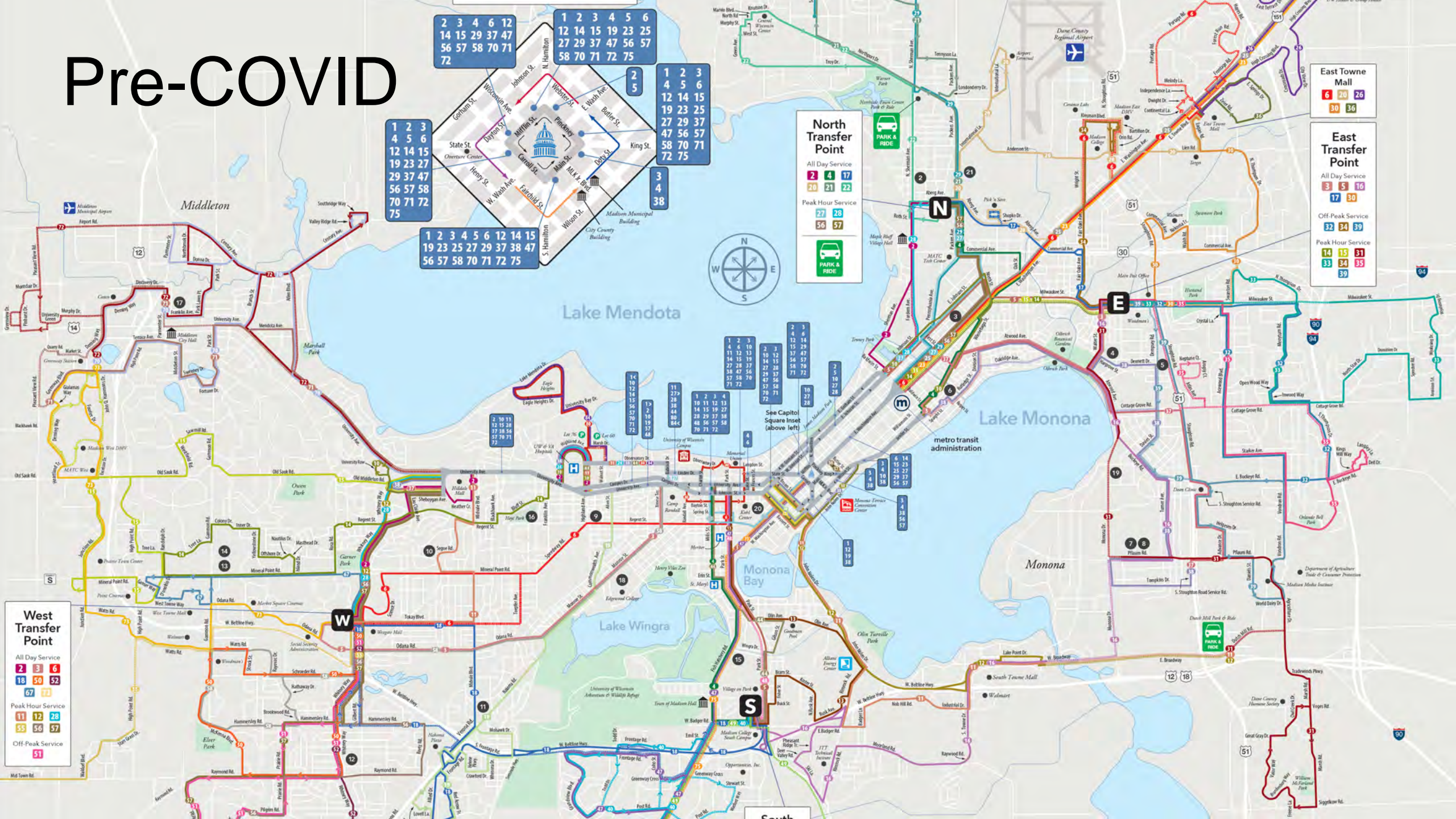
Transit Network Redesign

- The Metro Transit Network Redesign will design a route system that will better meet the needs of Madison area residents and businesses.



- www.MyMetroBus.com/Redesign

Pre-COVID



North Transfer Point
All Day Service
2 4 17
20 21 22
Peak Hour Service
27 28
56 57
PARK & RIDE

East Towne Mall
6 20 26
30 36
East Transfer Point
All Day Service
3 5 16
17 30
Off-Peak Service
32 34 39
Peak Hour Service
14 15 31
33 34 35
39

West Transfer Point
All Day Service
2 3 6
18 30 52
67 72
Peak Hour Service
11 12 28
55 56 57
Off-Peak Service
51

South

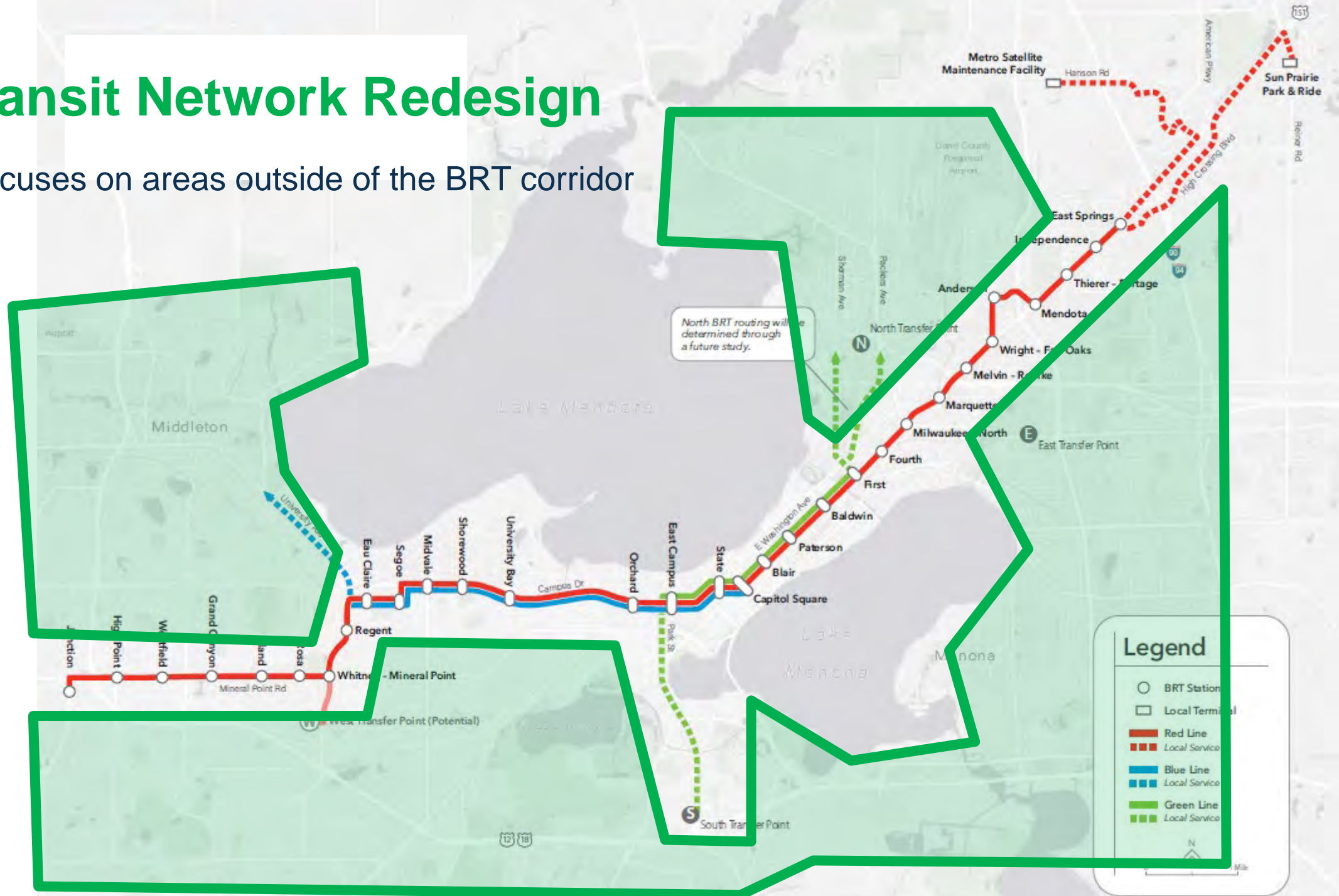
Why now?

- Address long-standing issues and discrepancies
- Recover from COVID-19 in a way that reflects future needs
- Compliments BRT and brings some of those benefits to more neighborhoods



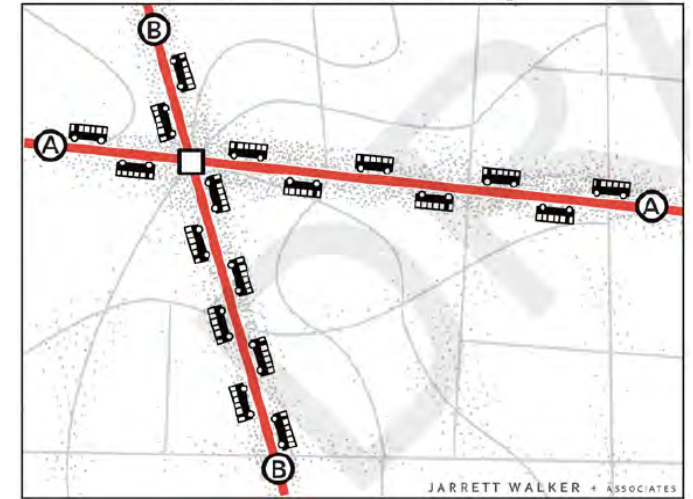
Transit Network Redesign

Focuses on areas outside of the BRT corridor



Basic Goals for Public Transportation

- **Ridership** concentrates transit service onto fewer routes with more frequent service, ultimately increasing ridership
- **Coverage** extends transit service to as many people as possible regardless of frequency











Policy Direction

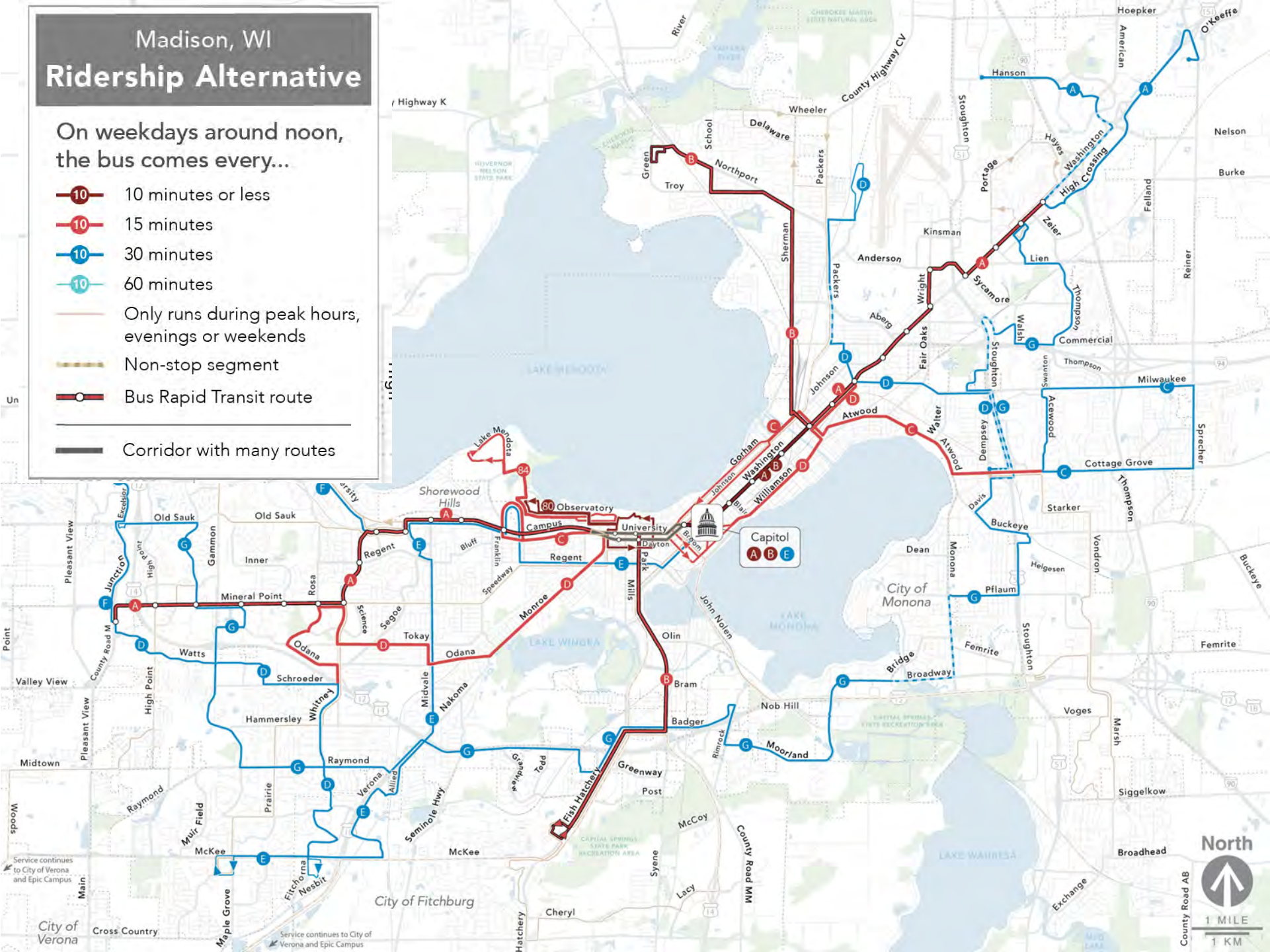
1. Ridership, definitely. Minor corrections only.
2. Ridership, mostly. Some lower frequencies to reach a few more places.
3. Coverage, mostly. Just a little less coverage to so we can get a few higher frequencies.
4. Coverage, definitely. Minor corrections only.

Ridership Alternative

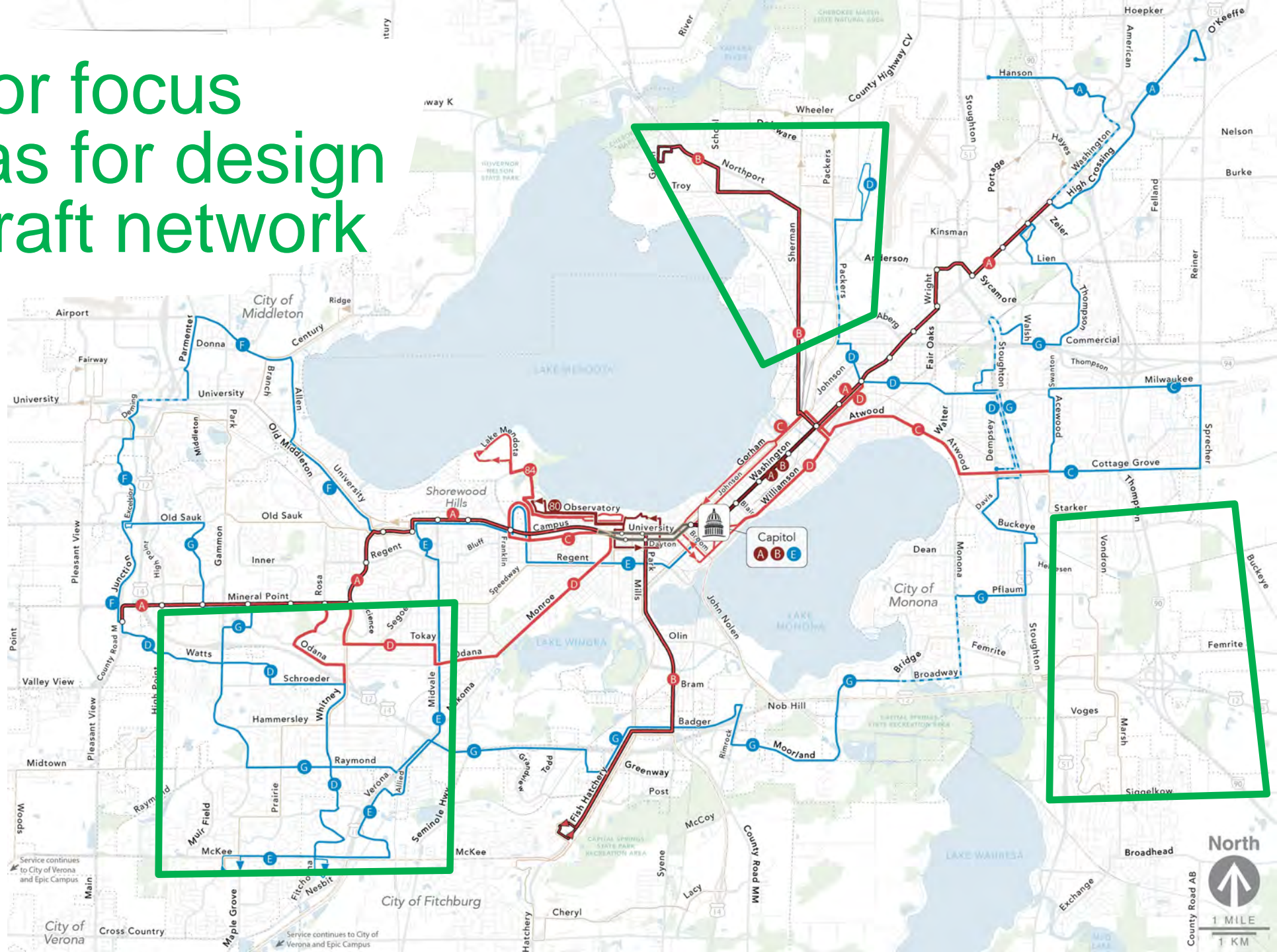
Madison, WI Ridership Alternative

On weekdays around noon,
the bus comes every...

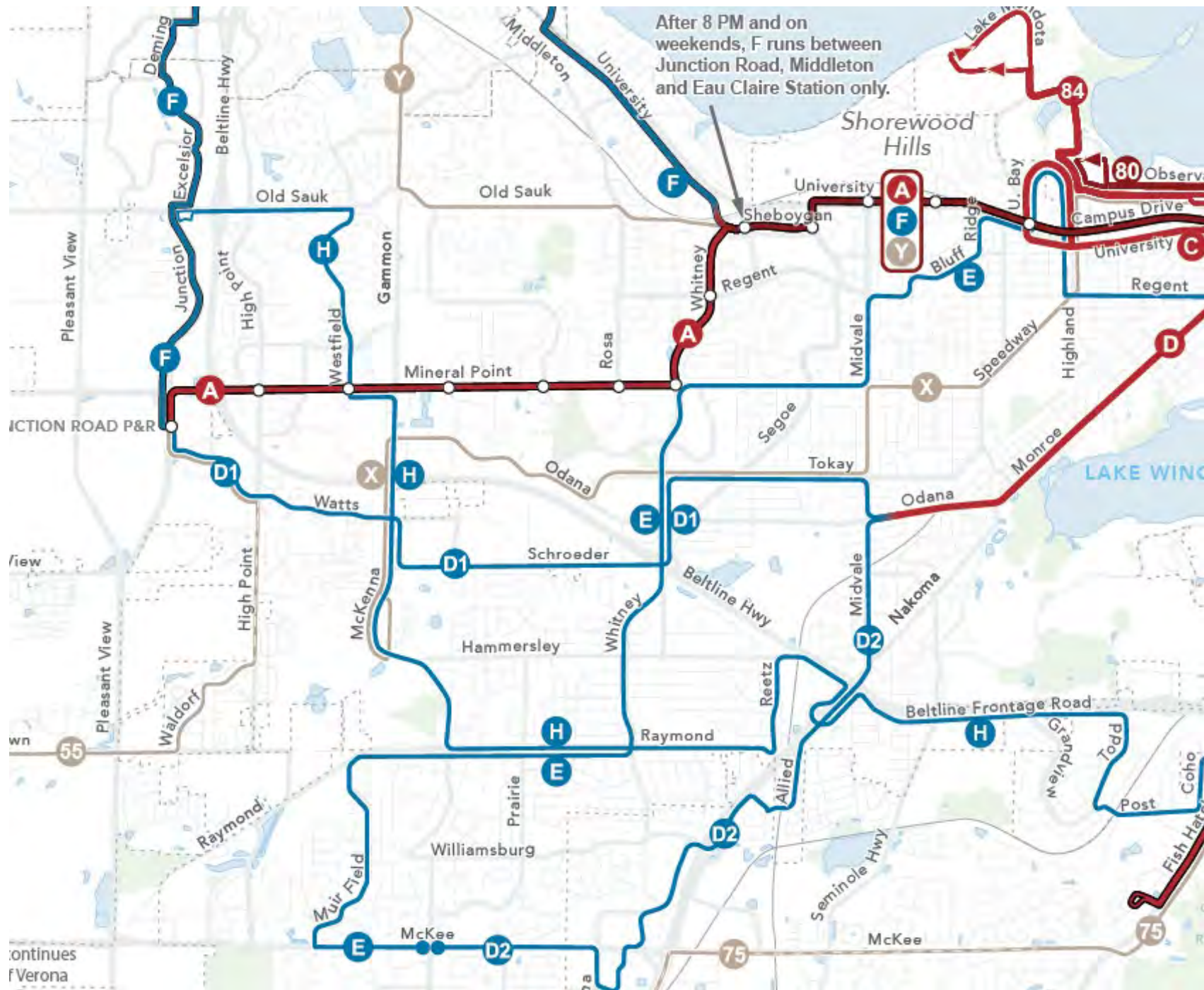
-  10 minutes or less
-  15 minutes
-  30 minutes
-  60 minutes
-  Only runs during peak hours, evenings or weekends
-  Non-stop segment
-  Bus Rapid Transit route
-  Corridor with many routes



Major focus areas for design of draft network



Draft Plan



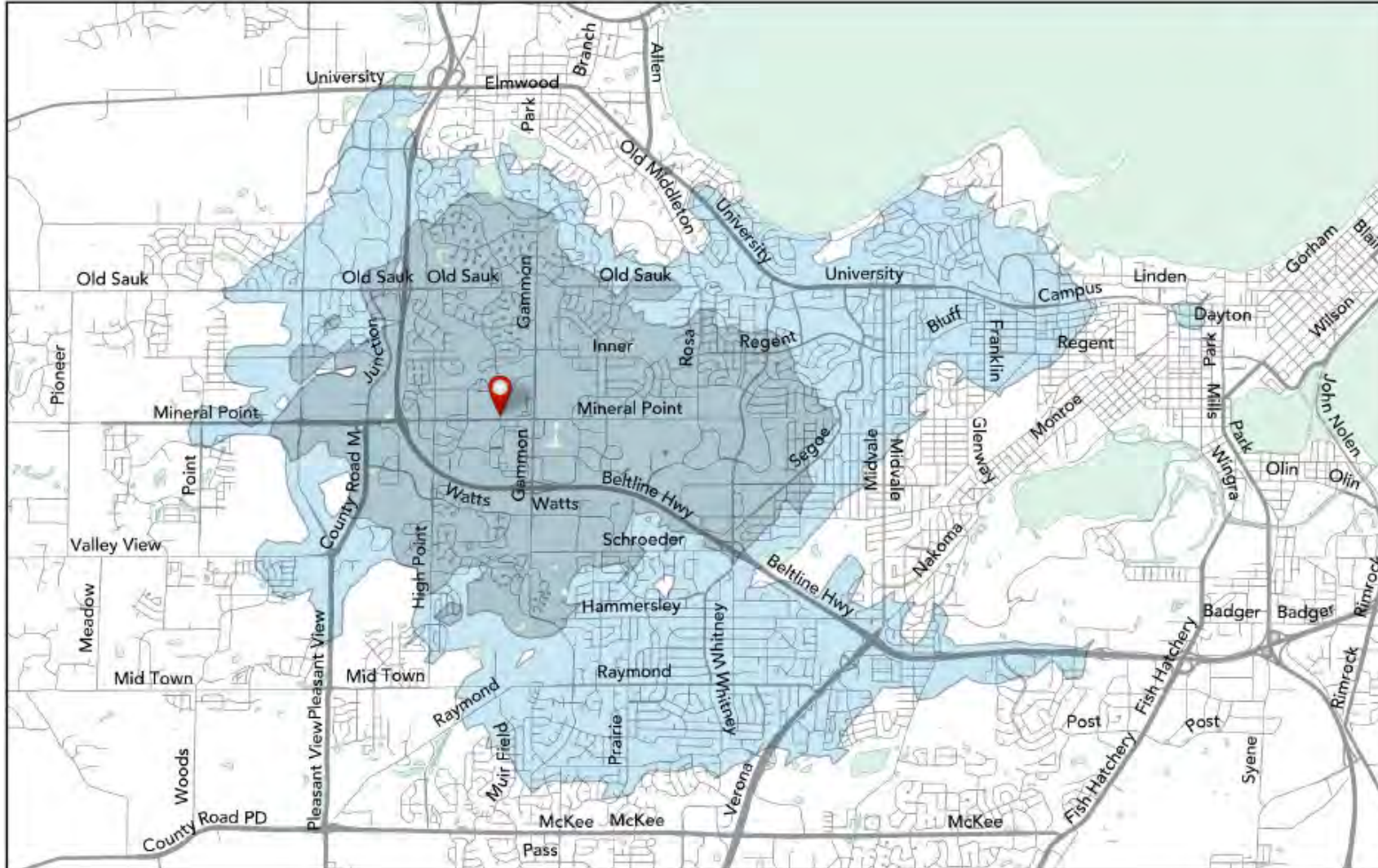
How far can I travel in **45 minutes** from

* Compared with the Metro Network as of Spring 2020

Mineral Point at Westfield

on weekdays at noon using:

the Draft Plan Network?

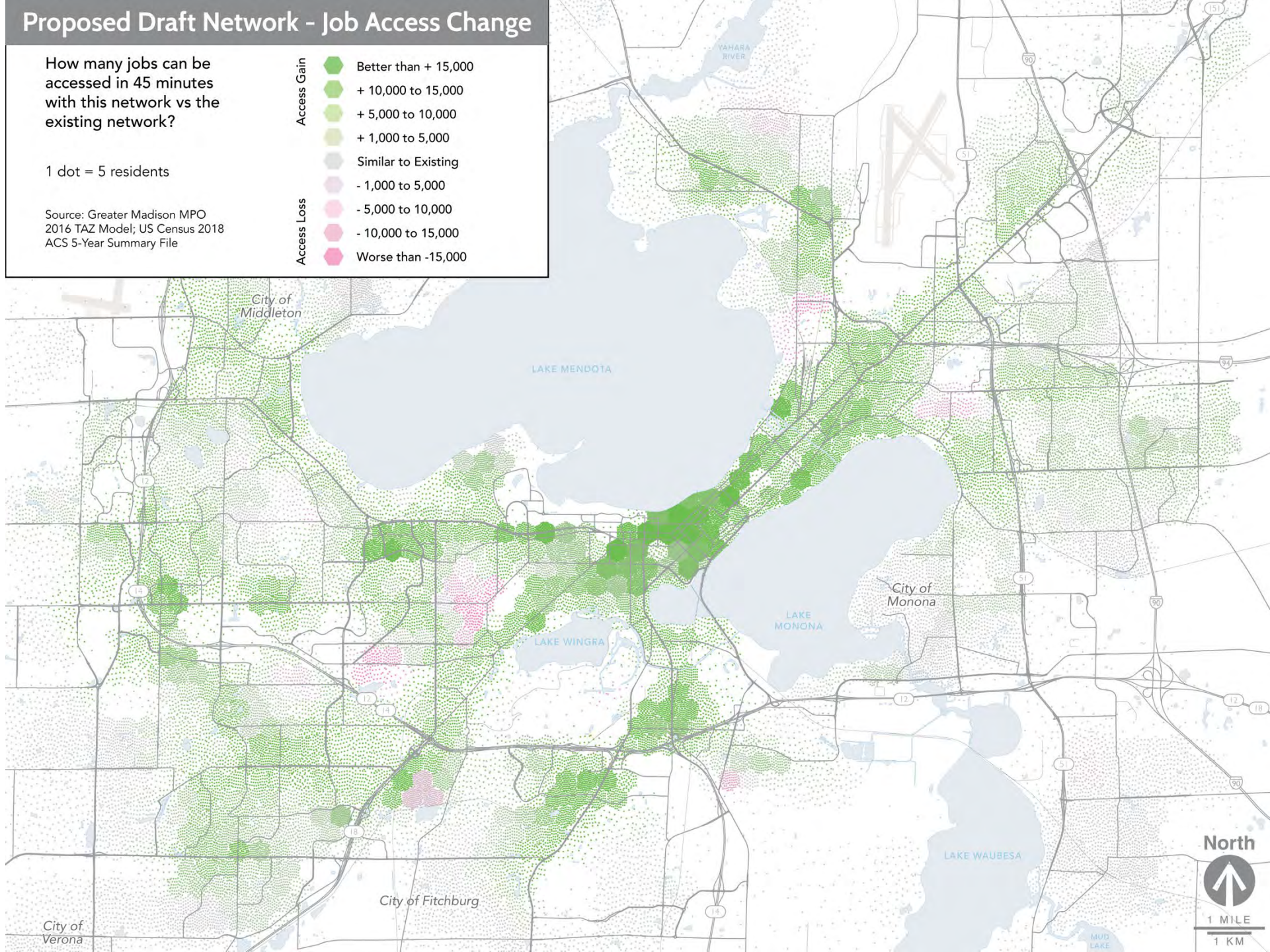


Proposed Draft Network - Job Access Change

How many jobs can be accessed in 45 minutes with this network vs the existing network?

1 dot = 5 residents

Source: Greater Madison MPO
2016 TAZ Model; US Census 2018
ACS 5-Year Summary File

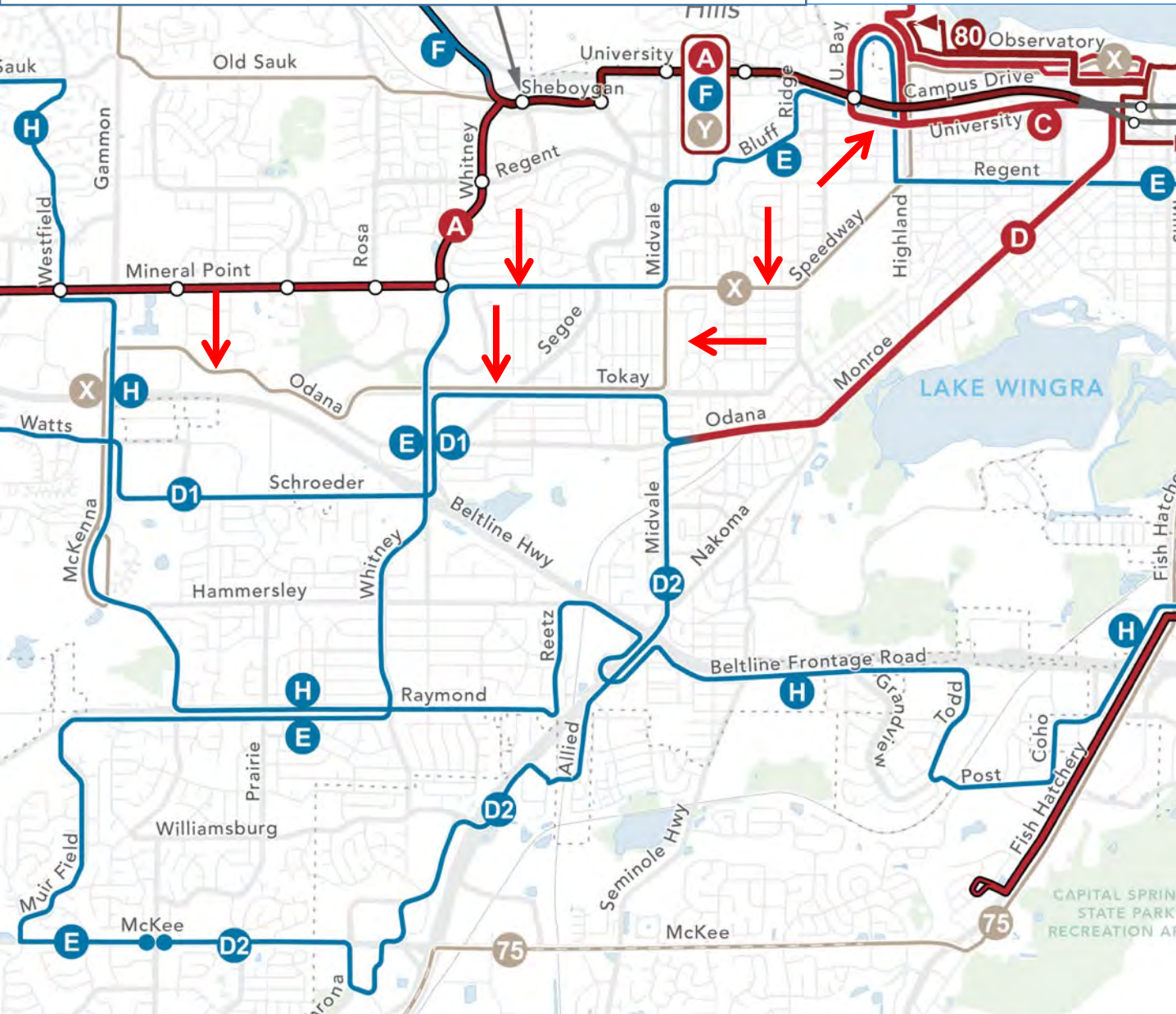


Amendment Process

- Metro will lay out plausible amendments to the draft plan.
- City of Madison Policy Makers will decide which ones to include

Amendment 5

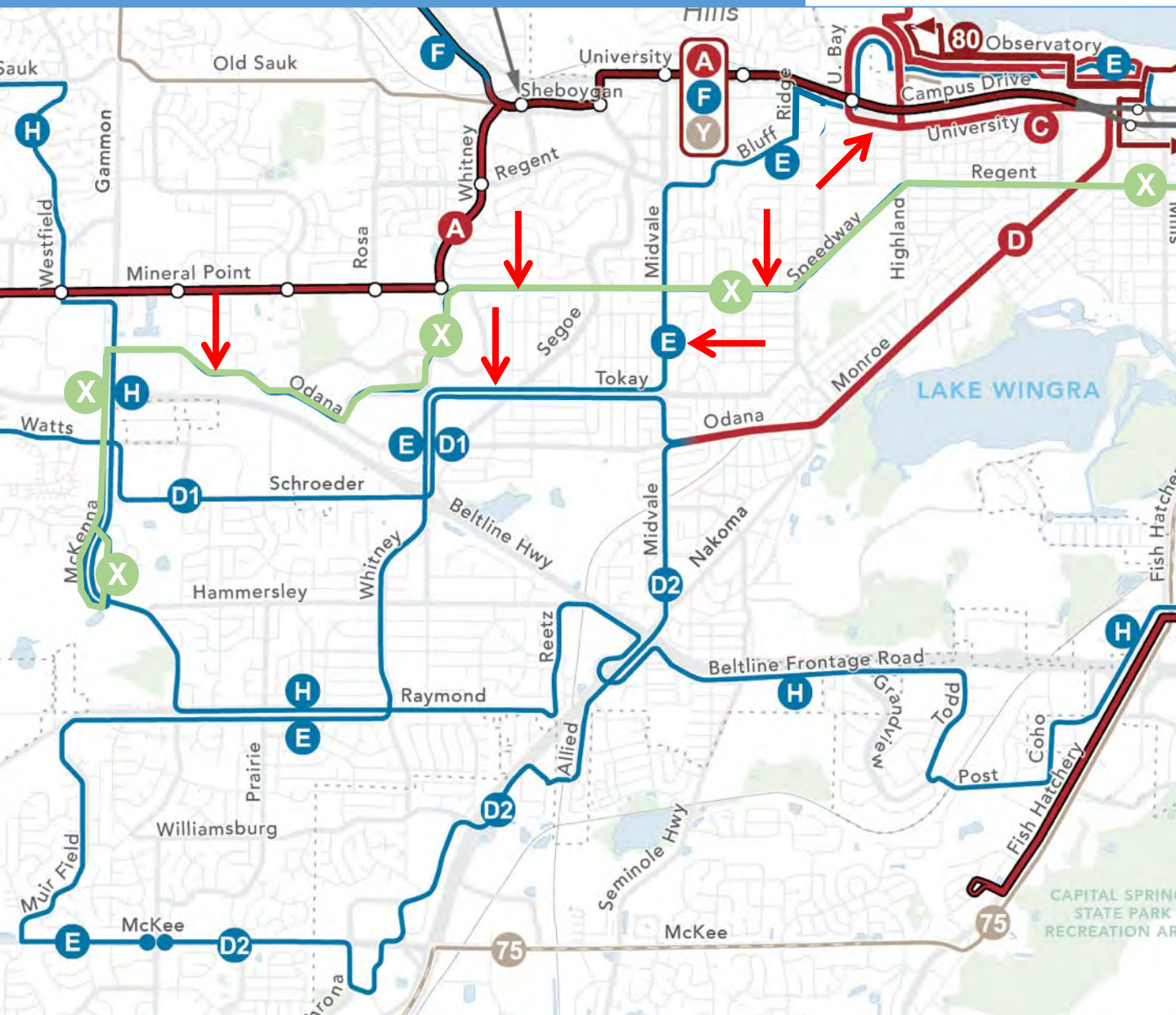
From:



- Draft plan map shows Route X every 30 minutes during peak periods only.
- There is a desire for all-day service on Mineral Point east of Midvale, and on Odana west of Whitney Way.

Amendment 5

To:

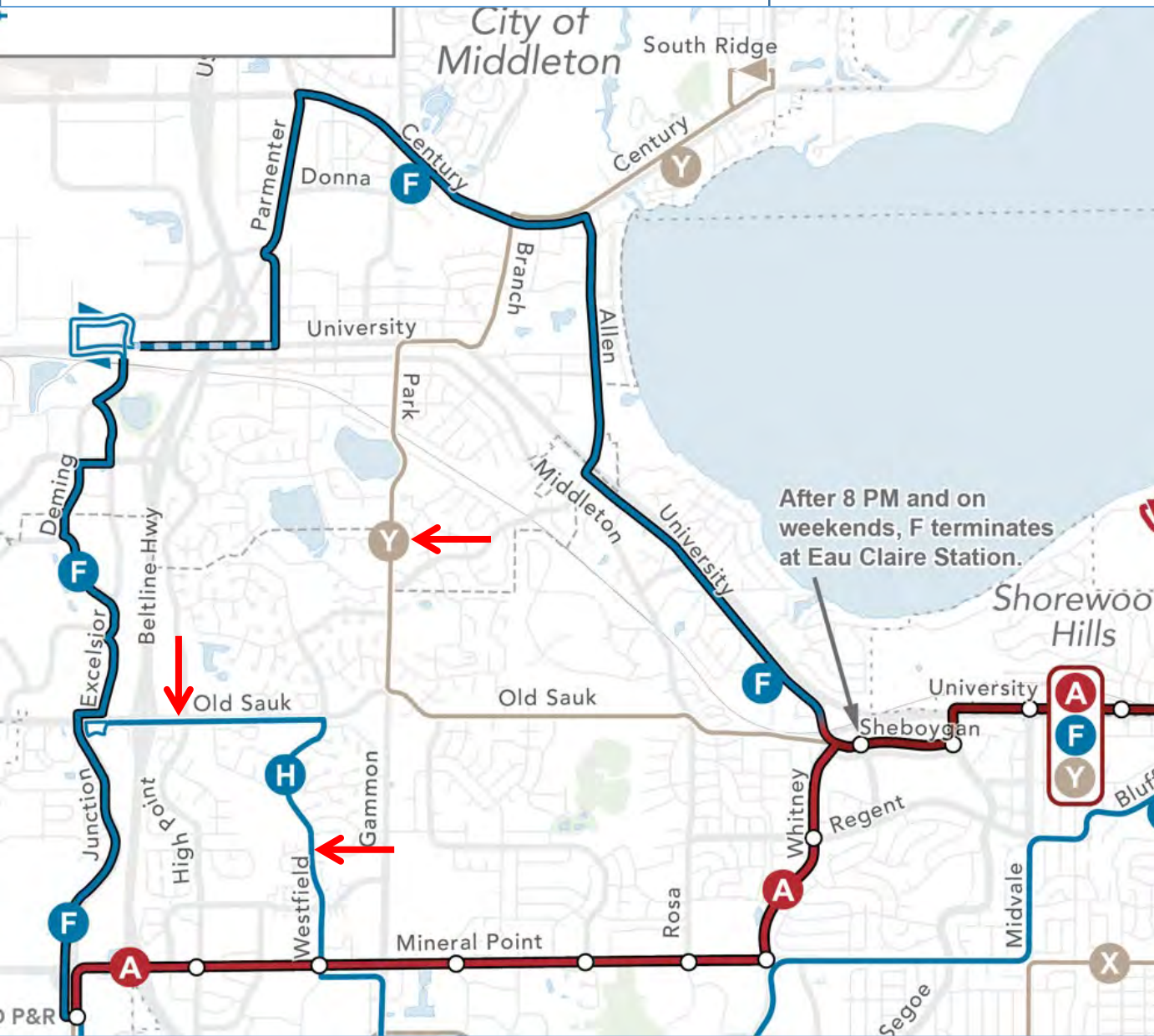


- Amendment 5 converts Route X west of the Capitol Square to all-day with hourly service outside of peak periods.
- Because Route X is now an all-day route, some alignment changes would be included that affect Route E.
- These routes would provide consistent all-day service to Mineral Point Road east of Midvale.
- Refinement of this amendment may make further adjustments to which areas are served by Routes E and X.

Amendment 6A

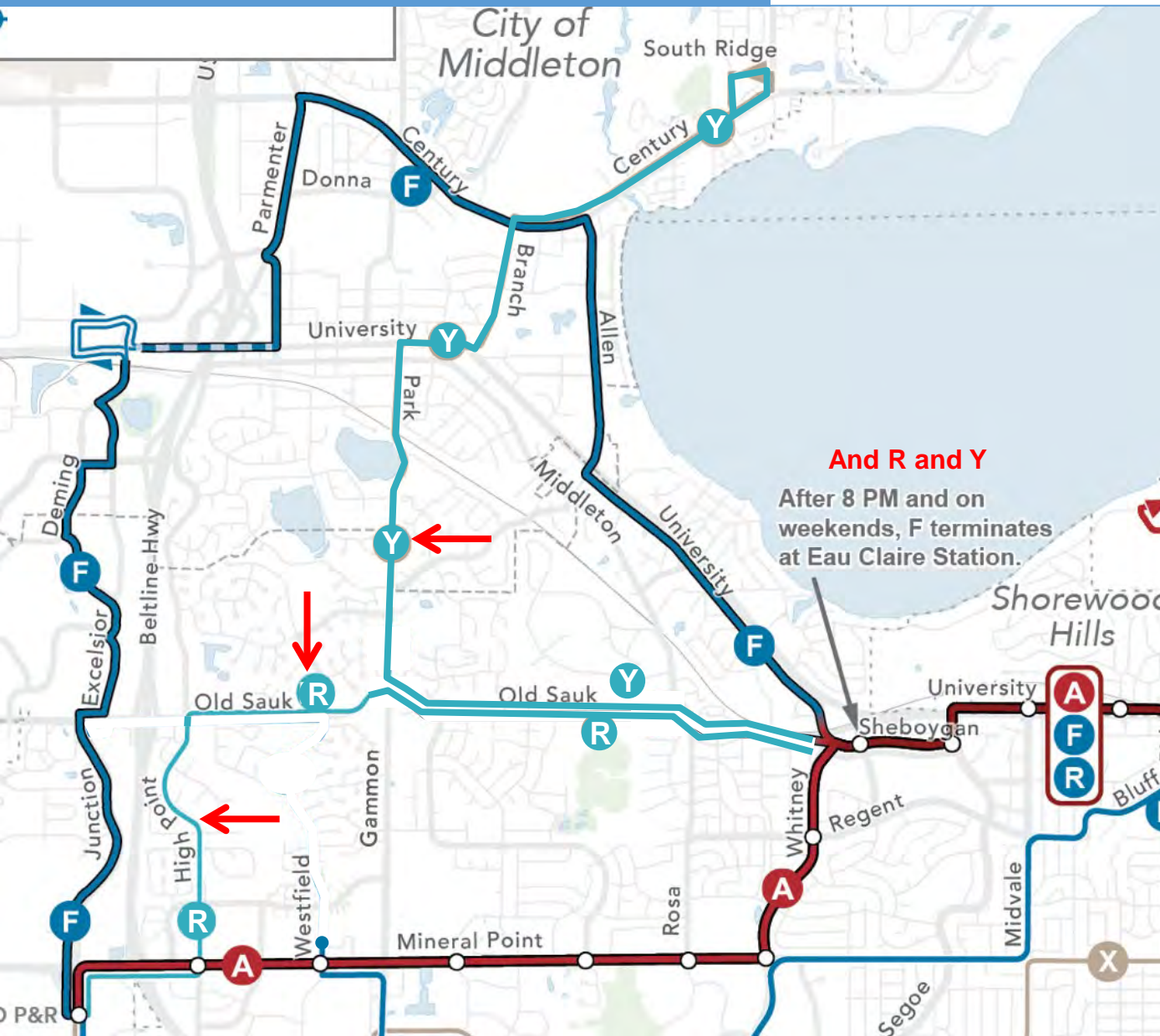
Route H shortened and replaced with Route R

From:



- Draft plan map shows peak-only service on Old Sauk east of Gammon, and all-day Route H west of Westfield with a connection to BRT at Westfield Station.
- There is a desire for continuous all-day service on Old Sauk that is more direct to downtown Madison.

To:

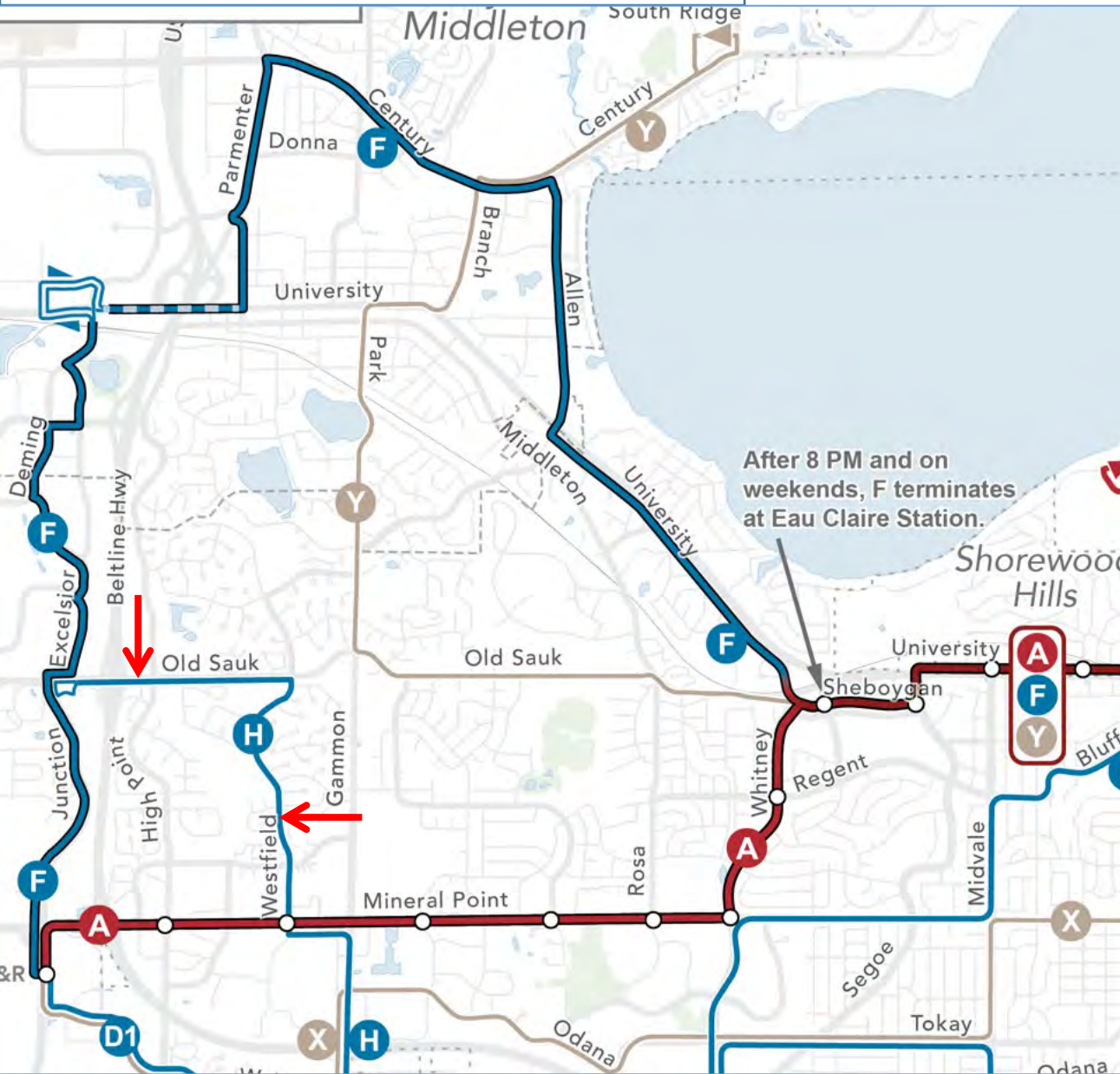


- Route R acts as an extension of the BRT system weekdays during the day. It would use 60-foot BRT buses and continue in to Madison via University Avenue. On evenings and weekends, it may end at Eau Claire Station.
- Route R would run hourly throughout the day.
- Route Y in Middleton would work in a similar way, and these routes may depend on each other for scheduling purposes.

Amendment 6B

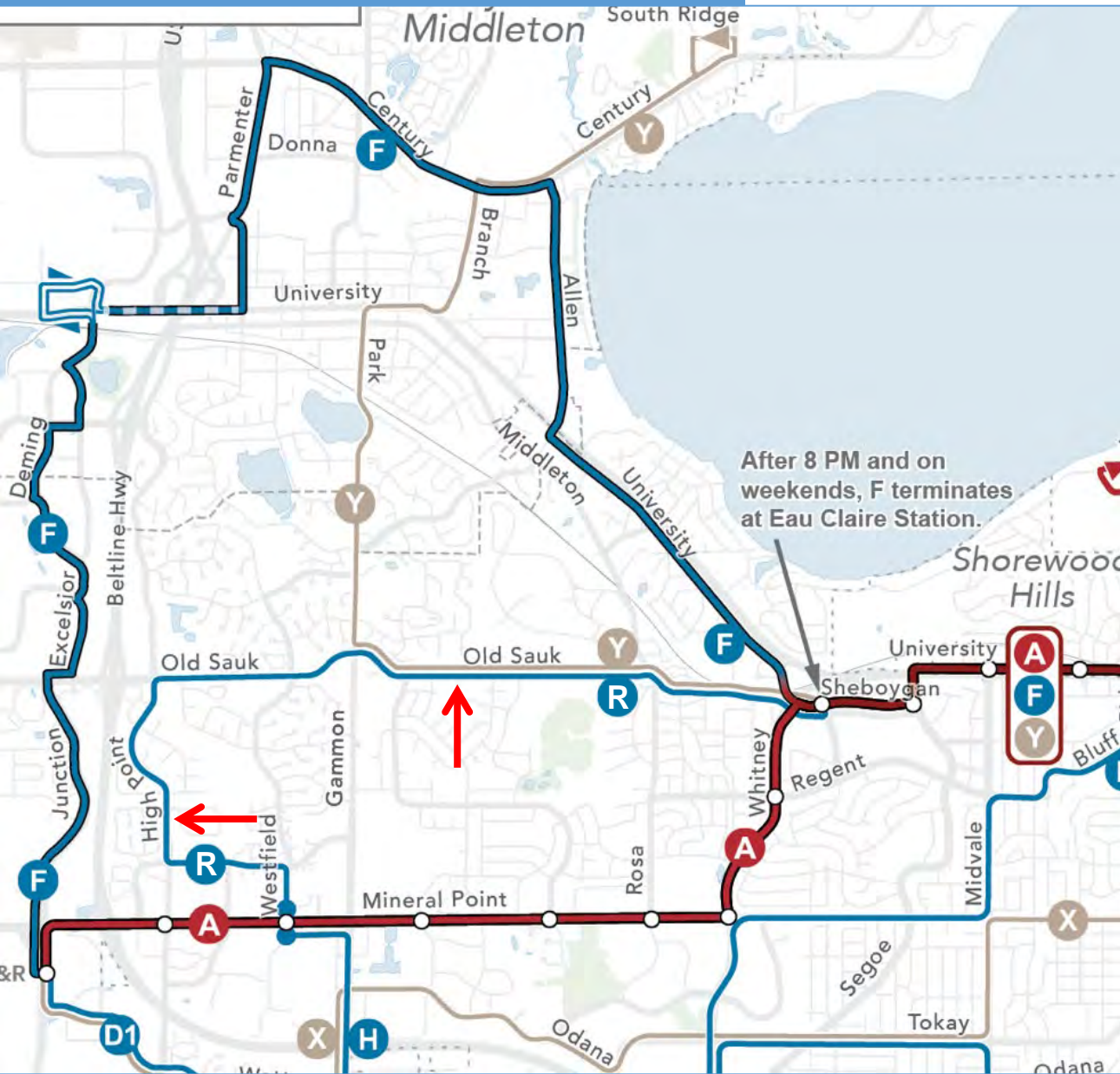
Route H shortened and replaced with Route R, Eau Claire to Westfield Station

From:



- Draft plan map shows peak-only service on Old Sauk east of Gammon, and all-day Route H west of Westfield with a connection to BRT at Westfield Station.
- There is a desire for continuous all-day service on Old Sauk that is more direct to downtown Madison.

To:



- Route R acts as an extension of Route H, providing service between Westfield Station and Eau Claire Station.
- Route R provides continuous service along Old Sauk ever 30 minutes with a connection to frequent BRT service for people continuing to downtown Madison.

McKee and Maple Grove



Key Take-Aways

- Bus routes will be designed to be longer, straighter, and more frequent
- Transfer points will be eliminated, eliminating unnecessary delays and indirection
- The system overall will be far simpler, more logical, and easier to use

Next Steps

- Please fill out survey – [MyMetroBus.com/Redesign](https://www.mymetrobus.com/Redesign)
- Plan with amendments adopted summer 2022
- New network implemented in summer 2023



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MetroRedesign@cityofmadison.com